

EIR Addendum

Berth 136-147 [TraPac] Container Terminal Project

Proposed Changes to Permit No. 881 under Second Amendment

On December 6, 2007, the Board certified the Berths 136-147 [TraPac] Environmental Impact Report (EIR), State Clearinghouse #2003104005, and adopted a Mitigation Monitoring and Reporting Plan (MMRP), Findings of Fact and a Statement of Overriding Considerations. Under the California Environmental Quality Act ("CEQA") (Public Resources Code § 21000, et seq.), once an EIR has been certified for a project, no new or supplemental EIR shall be prepared in connection with subsequent approvals for the same project unless substantial changes to a project or its circumstances have occurred or new information has become available that results in new significant environmental effects or substantially more severe effects than previously analyzed (Pub. Res. Code § 21166; CEQA Guidelines § 15162(a)). The lead agency also need only consider possible new information at the time it grants subsequent approvals for the project (or a new or revised project) based on the previously certified EIR. The proposed Second Amendment to TraPac Permit No. 881 is such a subsequent approval.

In the present case, staff finds that the proposed Second Amendment will not result in any new significant environmental effects or any substantially more severe effects than previously analyzed in the EIR, as explained below. Therefore, staff has prepared this addendum to the previously certified EIR in compliance with CEQA Guidelines § 15164.

1. Substituting Rubber Tire Gantry Cranes with Rail Mounted Gantry Cranes

EIR Assumption: The EIR assumed that wharfside gantry cranes would be electric powered and rubber tired gantry (RTG) cranes would be diesel powered, and both would be used for purposes of handling containers at the redeveloped TraPac terminal. As described in the EIR, containers would be hauled by yard tractors between the vessel berths and the new rail yard. At the rail yard, containers would be lifted onto and off of railcars by diesel-fueled RTGs. Yard tractors would be used to move containers in and out of the stacks, which would be grounded. The number of RTGs to be utilized during operations was not specified in the EIR. However, the total throughput capacity analyzed in the EIR was 2,389,000 TEUs (1,277,540 containers) per year. That maximum capacity is expected to be reached by 2025 as described in Chapter 2 (Project Description) of the EIR.

Improvements associated with loading areas for the RTGs, such as reinforced concrete runways, were included in the Phase I construction activities analyzed for the on-dock rail yard and backland improvements. These improvements are not within the limits of federal jurisdiction and are not subject to federal permitting requirements by the US Army Corps of Engineers. The concrete runways would be built parallel to the wharf at Berth 142-147. Final engineering design estimates included four rows of concrete runways, approximately 14,800 linear feet per pair.

The EIR analyzed the significance of the project's air emissions, including greenhouse gas emissions, for construction and operational activities associated with the RTGs in Section 3.2 (Air Quality and Meteorology). The EIR determined that air quality impacts from both construction and operation of the project would be significant. To mitigate significant environmental impacts related to air quality, the EIR identified numerous mitigation measures (MMs AQ-1 through AQ-5 and AQ-18A for construction emissions; MMs AQ-6 through AQ-18B for operational emissions). However, even with implementation of these mitigation measures, air quality impacts from construction would be

significant. Similarly, even with implementation of mitigation measures AQ-6 through AQ-18B, air quality impacts from operations would be significant. No other feasible mitigation measures were identified to further reduce these significant impacts. As such, the EIR concluded that air quality impacts from construction and operations were significant and unavoidable.

The EIR determined that the project would produce significant greenhouse gas emissions and identified mitigation measures AQ-6, AQ-9-10, AQ-14, AQ-16, and AQ-19 through AQ-24 to reduce these emissions. However, implementation of these mitigation measures would not reduce greenhouse gas emissions below the significance threshold. No other feasible mitigation measures were identified to further reduce these significant impacts. As such, the EIR concluded that greenhouse gas impacts were significant and unavoidable.

The EIR also analyzed the impacts of construction and operations of the RTGs in the backlands area on other environmental resource areas and identified applicable mitigation measures including: MM CR-1 for potential archaeological resources encountered during construction, MM GEO-1 for emergency response planning during construction, MM GW-1-2 for soil and groundwater contamination encountered during construction, MM NOI-1 for noise control measures during construction, MM PS-1 through PS-3 for recycled materials during construction and solid waste management, and MM WQ-2-3 for pollution control and prevention during operations.

Proposed Changes: TraPac requested that the Harbor Department modify the scope of the project to allow for rail mounted gantry (RMG) cranes rather than the originally planned RTG cranes. RMGs will be electric powered and automated, resulting in zero emissions when in operation. In addition, in place of diesel-fueled yard tractors and their associated emissions related to moving containers in and out of the stacks, electric shuttles will be used to move containers in and out of the stacks.

RMG operations require improvements and equipment that are different from those required under an RTG operation. The proposed change would require removal of the RTG-related improvements that have already been constructed to date and installation of the RMG-related improvements. According to engineering estimates, approximately 1,844 linear-feet of concrete runways have been built, which is roughly 10 percent of the total RTG-related improvements originally proposed. This construction is relatively minor in comparison to overall project construction and other ongoing activities and would be replaced with approximately 20,000 lineal feet of RMG runway, including rail runways and necessary electrical infrastructure to provide power to the cranes, communications, and control conduits to the Yard Operations building. In addition, approximately 210 new reefer plugs would be added in the RMG stacking area beyond the 458 reefer plugs that currently exist in the backlands area. The location for the RMG runways would be the same as the originally planned RTG runways.

Environmental Assessment: The proposed change to substitute electric-powered RMGs in place of diesel-fueled RTGs results in a beneficial change through the use of an environmentally preferred zero emission technology. Although there would be a minor increase in temporary construction activities from the removal of approximately 1,844 linear-feet of concrete runways, the same mitigation measures identified in the EIR would still be required and implemented and no new significant impacts would occur as a result of this change, nor would there be any substantial increase in the severity of impacts identified in the EIR. Over the long term, terminal operations would result in a substantial reduction in emissions from the use of electric-powered RMGs. This reduction is a beneficial change that would not cause any new significant air quality impacts or any

substantial increase in the severity of impacts identified in the EIR. The mitigation requirements for operations would not change and would still be required and implemented as part of the project.

Although there would be some increase in electricity consumption and resulting greenhouse gas emissions from the RMGs and additional reefer plugs, the increase would not be substantial and would be offset by the greenhouse gas emissions and electricity consumption calculated for operation of the RTGs and reefer plugs based on total throughput capacity. As such, there would not be any substantial increase in the severity of impacts from greenhouse gas emissions, which would remain significant and unavoidable.

Because the RMGs would be built in the same location as the originally planned RTGs and would not substantially change in appearance or scale and would provide essentially the same function, no other environmental resource areas would be affected by this change. Therefore, the proposed change would not result in any new significant impacts or any substantial increase in the severity of impacts identified in the EIR. Additionally, there would be no change to the mitigation measures identified in the EIR for other resource areas analyzed.

2. Other Minor Technical Changes to the Project Scope

EIR Assumption: The EIR assumed certain improvements associated with the wharf, gate complex, terminal buildings and structures, and utilities.

Proposed Changes: During final design, minor, technical project changes have been identified for the following:

- a. Wharf Specifications: A concrete pile-supported wharf has been reduced from 1,014 to 874 linear feet.
- b. Main Gate: Minor changes have been made to lane configurations, truck scales, guard booths, and concrete pedestals for communications and cameras.
- c. Crane Maintenance Building at B142: The building size has been reduced from 7,000 to 5,000 square feet.
- d. Yard Operations Building: The building size has increased from 3,000 to 5,700 square feet.
- e. Communication Infrastructure: Communication conduits will now be provided between buildings and light poles. The wiring and equipment will be provided by the tenant. This standard is used for existing improvements and will be used for new improvements, as applicable.

Environmental Assessment: The minor technical changes to building size are not substantial and would not result in any new significant environmental impacts or any substantial increase in the severity of impacts previously identified in the EIR.